WHAT IS CLAIMED IS:

1. An intake device for an internal combustion engine comprising:

a throttle body forming an intake passage;

a throttle valve arranged within the intake passage;

a pipe member connected to the throttle body, wherein the pipe member forms a communication passage communicating with the intake passage;

an engagement device provided between the throttle body and the pipe member, wherein the engaging device includes at least one engagement protrusion and at least one engagement recess, so that detachment of the throttle body and the pipe member from each other is resisted when the engagement protrusion and the engagement recess are engaged with each other.

2. An intake device for an internal combustion engine according to claim 1, wherein the engagement protrusion and the engagement recess are automatically engaged with each other through relative movement of the throttle body and the pipe member.

3. An intake device for an internal combustion engine according to claim 2, wherein the relative movement is a movement for fitting together the throttle body and the pipe member.

4. An intake device for an internal combustion engine according to claim 1, wherein the throttle body and the pipe member respectively have a first connection end portion and a second connection end portion, and the first and second connection end portions are fitted with each other in the axial direction.

5. An intake device for an internal combustion engine according to claim 4, wherein the at least one engagement protrusion is formed on at least one of the first connection end portion and the second connection end portion and the corresponding at least one engagement recess is formed on at least one of the other of the first connection end portion and the second connection end portion.

6. An intake device for an internal combustion engine according to claim 5, wherein the engagement protrusion is formed integrally with one of the first and second connection end portions and protrudes radially therefrom, and the engagement recess securely accommodates the engagement protrusion and is formed in the other of the first and second connection end portions.

7. An intake device for an internal combustion engine according to claim 6, wherein the first connection end portion and/or the second connection end portion have an resiliently deformable portion, with the engagement protrusion or the engagement recess being provided on the resiliently deformable portion, and the engagement protrusion and the engagement recess being engaged with each other in a snap-fit manner utilizing resilient deformation and restoration toward the original configuration of the resiliently deformable portion.

8. An intake device for an internal combustion engine according to claim 6, wherein the engagement recess is provided in a hook-shaped engagement member integrally formed with the other of the first and second connection end portions, with the engagement recess being open on one side in a circumferential direction about the axis of the throttle body, and

the engagement protrusion being received from the open side to thereby lock the engagement protrusion in both the circumferential direction and the axial direction.

9. An intake device for an internal combustion engine according to claim 4, wherein a snap member is fit-engaged with one of the first connection end portion and the second connection end portion , with the at least one engagement protrusion being provided on the snap member, and the at least one engagement recess being provided in the other of the first connection end portion and the second connection end portion.

10. An intake device for an internal combustion engine according to claim 9, wherein the snap member has a substantially ring-shaped configuration, and the engagement protrusion is formed integrally with the snap member and radially protrudes from the snap ring; the engagement protrusion is capable of resilient deformation, and is adapted to be snap-fit-engaged with the engagement recess by utilizing the elastic deformation and restoration toward the original configuration thereof.

11. An intake device for an internal combustion engine according to claim 10, wherein the snap member has an integral pressurizing portion pressurizing the first connection end portion and the second connection end portion in disconnecting axial directions with respect to each other.

12. An intake device for an internal combustion engine according to claim 4, further comprising at least one resilient seal member for radially effecting sealing between the first connection end portion and the second connection end portion.

13. An intake device for an internal combustion engine according to claim 12, wherein the resilient seal member comprises an O-ring.

14. An intake device for an internal combustion engine according to claim 12, wherein the resilient seal member is a modified ring having a seal portion and a pressurizing portion formed integrally with each other; wherein the seal portion serves to effect sealing in the radial direction and the pressurizing portion serves to urge the throttle body and the pipe member in disconnecting axial directions relative to each other.

15. An intake device for an internal combustion engine according to claim 1, further comprising a biasing device for urging the throttle body and the pipe member in disconnecting axial directions with respect to each other.

16. An intake device for an internal combustion engine according to claim 15, wherein the biasing device comprises a resilient ring.

17. An intake device for an internal combustion engine according to claim 16, wherein the resilient ring comprises an O-ring.

18. An intake device for an internal combustion engine according to claim 12, further comprising a biasing device for urging the throttle body and the pipe member in disconnecting axial directions with respect to each other.

19. An intake device for an internal combustion engine according to claim 18, wherein the biasing device comprises a resilient ring.

20. An intake device for an internal combustion engine according to claim 19, wherein the resilient ring comprises an O-ring.

21. An intake device for an internal combustion engine according to any one of claim 4, wherein one of the first connection end portion and the second connection end potion has a reception groove capable of receiving the other of the first connection end portion and the second connection end portion.

22. An intake device for an internal combustion engine according to claim 1, wherein between the throttle body and the pipe member, at least one rotation preventive device for restricting rotation of the throttle body relative to the pipe member about the axis, is further provided.

23. An intake device for an internal combustion engine according to claim 4, wherein the rotation preventive device is formed by a rotation preventive protrusion and a rotation preventive recess respectively formed on one and the other of the first connection end portion and the second connection end portion, a rotation preventive protrusion and a rotation preventive recess being engaged with each other with the engagement of the engagement protrusion and the engagement recess of the engagement device for restricting rotation about the axis of the throttle body relative to the pipe member.

24. An intake device for an internal combustion engine according to claim 12, wherein the rotation preventive device is formed by a rotation preventive protrusion and a rotation preventive recess respectively formed on one and the other of the first connection end portion and the second connection end portion, a rotation preventive protrusion and a rotation preventive recess being engaged with each other with the engagement of the engagement protrusion and the engagement recess of the engagement device for restricting rotation about the axis of the throttle body relative to the pipe member.

25. An intake device for an internal combustion engine according to claim 24, wherein the resilient seal member comprises an O-ring.

26. An intake device for an internal combustion engine according to claim 24, wherein the resilient seal member is a modified ring having a seal portion and a pressurizing portion formed integrally with each other; wherein the seal portion serves to effect sealing in the radial direction and the pressurizing portion serves to urge the throttle body and the pipe member in disconnecting axial directions relative to each other.

27. An intake device for an internal combustion engine according to claim 16, wherein the rotation preventive device is formed by a rotation preventive protrusion and a rotation preventive recess respectively formed on one and the other of the first connection end portion and the second connection end portion, a rotation preventive protrusion and a rotation preventive recess being engaged with each other with the engagement of the engagement protrusion and the engagement recess of the engagement device for restricting rotation about the axis of the throttle body relative to the pipe member.

28. An intake device for an internal combustion engine according to claim 27, wherein the resilient ring comprises an O-ring.

29. An intake device for an internal combustion engine according to claim 21, wherein the rotation preventive device is formed by a rotation preventive protrusion and a rotation preventive recess respectively formed on one and the other of the first connection end portion and the second connection end portion, a rotation preventive protrusion and a rotation preventive recess being engaged with each other with the engagement of the engagement protrusion and the engagement recess of the engagement device for restricting rotation about the axis of the throttle body relative to the pipe member.

30. An intake device for an internal combustion engine according to claim 4, wherein the first connection end portion and the second connection end portion are connected together in a close-fit manner.

31. An intake device for an internal combustion engine according to claim 30 wherein on one of the first connection end portion and the second connection end portion has a protrusion that establishes an interference fit with the wall surface of the other at the time of fit-engagement therewith.

32. An intake device for an internal combustion engine according to claim 1 wherein the pipe member consists of an intake manifold.